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1. [redacted] the Locomotive Repair Shop located one-half kilometer east of the railroad depot in the south-east corner of Orel. This locomotive repair shop serviced locomotives operating between Kursk and Tula. As each train arrived at the depot a serviced locomotive took the place of the hauling locomotive and the hauling locomotive was sent to the service yard for inspection. There were eight sets of track running from the depot to the service yard. In the service yard there was a round-house with six sections, each section capable of holding three locomotives.
2. The workers were divided into seven crews with four or five men in each crew. The men in the crews were specialists and were able to inspect and make minor repairs to locomotives in from ten minutes to two hours. Each crew was responsible for one of the following: Checking boilers, checking instruments, checking brakes, checking steam lines, checking water pumps, checking coal and oil delivery systems and checking shafts and bearings. Between 1935 and 1943 [redacted] and gave minor service to approximately 60 to 65 locomotives per day. The locomotives were divided equally between passenger trains and freight trains.
3. Up to 1940 about three or four oil-burning locomotives were inspected daily but none of these were seen [redacted] after 1940. I was told this was because coal was more plentiful than oil in our area. The locomotives had brass plates on the engineer's door, or on the boiler on each side of the locomotive giving the city of manufacture of the locomotive, a serial number, and the day, month and year of manufacture. I remember that most of the locomotives were manufactured in Bryansk or Kharkov with the remainder coming from Putilovsk or Kramatorvka-Nikitovka-Gorlovka.
4. It was required by regulation that each locomotive passing through Orel be brought to the service yard for inspection. Replacement locomotives were always ready to take the place of the locomotives which were detached.

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5. It was required that each locomotive be sent into the shop for inspection and major overhaul every 32,000 kilometers. The locomotive engineer was always ready to abide by this regulation because he got a month's vacation while his locomotive was being repaired. Also, the engineer was solely responsible for any injury to the locomotive after the 32,000 kilometers and before the inspection. On the average, locomotives travelled 32,000 kilometers in 30 days although I remember that once every month or two a locomotive would come in with only 21 days time.
6. The turntable in the round house was turned by hand. In one section of the roundhouse a large crane was used to lift boilers off locomotives. The shops were heated by steam and movable coal stoves. In the wintertime it was so cold that the men carried coal stoves around with them while they were working.
7. [redacted] there was a major repair shop for locomotives somewhere in Bryansk. [redacted] there were always five or six locomotives in this shop for major repairs and that the average time for repair was one month. About 30 to 35 men were employed in this shop.
8. I never heard of a locomotive being junked. If by cannibalization and servicing with machine shop facilities in Bryansk the locomotive could not be made servicable, it was returned to the factory. There were three lathes working 24 hours per day in the Bryansk repair shop. There was little damage to the service shops at the time of the German attack. As the Soviets retreated from the German attack everything movable in the service shop was moved and sent to the Urals. The Germans brought equipment to Orel from Bryansk. When the Germans retreated from Orel they loaded everything movable in trains, including the workers. When we were about three kilometers away from the service shop we looked back and saw big explosions but I have no idea how much damage was done.

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